APPLICATION FOR FINANCIAL ASSISTANCE

Revised 4/99 CBL11

IMPORTANT: Please consult the "Instructions for Completing the Project Application" for assistance in completion of this form.

SUBDIVISION: CITY OF BLUE ASH CODE# 061-27706

DISTRICT NUMBER: 2 COUNTY: Hamilton DATE 09 / 10 / 99

CONTACT: JOHN L. EISENMANN, P.E., P.S. PHONE # (513) 791 - 1700 (THE PROJECT CONTACT PERSON SHOULD BE THE INDIVIDUAL WHO WILL BE AVAILABLE ON A DAY-TO-DAY BASISDURING THE APPLICATION REVIEW AND SELECTION PROCESS AND WHO CAN BEST ANSWER OR COORDINATE THE RESPONSE TO QUESTIONS)

FAX (513) 791-1936 E-MAIL jeisenmann@cds-assoc.com

PROJECT NAME: KENWOOD, PFEIFFER AND CREEK ROAD IMPROVEMENTS

SUBDIVISION TYPE
(Check Only 1)
__1. County
x 2. City
__3. Township
__4. Village
__5. Water/Sanitary District (Section 6119 O.R.C.)

FUNDING TYPE REQUESTED
(Check All Requested & Enter Amount)
x 1. Grant $ 2.000.000.00
__2. Loan $_____
__3. Loan Assistance $_____

PROJECT TYPE
(Check Largest Component)
x 1. Road
__2. Bridge/Culvert
__3. Water Supply
__4. Wastewater
__5. Solid Waste
__6. Stormwater

REDUCED TO $313,111 JDC 8-21-00

TOTAL PROJECT COST:$ 9,000,000 FUNDING REQUESTED:$ 2,000,000

DISTRICT RECOMMENDATION
To be completed by the District Committee ONLY

GRANT:$ 313,311 LOAN ASSISTANCE:$_____

SCIP LOAN: $_____ RATE:_____% TERM: _____yrs.

RLP LOAN: $_____ RATE:_____% TERM: _____yrs.

(Check Only 1)
___State Capital Improvement Program ___Small Government Program
X Local Transportation Improvements Program

FOR OPWC USE ONLY

PROJECT NUMBER: C_____/C_____
Local Participation_____%
OPWC Participation _____%
Project Release Date: ___/___/___
OPWC Approval: _____

APPROVED FUNDING: $_____
Loan Interest Rate: _____%
Loan Term: _____years
Maturity Date: _____
Date Approved: ___/___/___
SCIP Loan _____ RLP Loan_____

1.0 PROJECT FINANCIAL INFORMATION

1.1 PROJECT ESTIMATED COSTS: (Round to Nearest Dollar)		TOTAL DOLLARS	FORCE ACCOUNT DOLLARS
a.) Basic Engineering Services:		$ .00	
Preliminary Design	$. 00		
Final Design	$. 00		
Bidding	$. 00		
Construction Phase	$. 00		
Additional Engineering Services *Identify services and costs below.		$ .00	
b.) Acquisition Expenses: Land and/or Right-of-Way		$ .00	
c.) Construction Costs:		$ 8,183,365.96	
d.) Equipment Purchased Directly:		$ .00	
e.) Permits, Advertising, Legal: (Or Interest Costs for Loan Assistance Applications Only)		$ .00	
f.) Construction Contingencies:		$ 816,634.04	
g.) TOTAL ESTIMATED COSTS:		$ 9,000,000.00	

*List Additional Engineering Services here:

Service: Cost:

1.2 PROJECT FINANCIAL RESOURCES:

(Round to Nearest Dollar and Percent)

		DOLLARS	%
a.)	Local In-Kind Contributions	$ .00	
b.)	Local Revenues	$ 6,950,000.00	77.22%
c.)	Other Public Revenues	$ .00	
	ODOT	$ .00	
	Rural Development	$ .00	
	OEPA	$ .00	
	OWDA	$ .00	
	CDBG	$ .00	
	OTHER MRF (2000)	$ 50,000.00	0.56%
	SUBTOTAL LOCAL RESOURCES:	$ 7,000,000.00	77.78%
d.)	OPWC Funds		
	1. Grant	$ 2,000,000.00	22.22%
	2. Loan	$ .00	
	3. Loan Assistance	$ .00	
	SUBTOTAL OPWC RESOURCES:	$ 2,000,000.00	22.22%
e.)	TOTAL FINANCIAL RESOURCES:	$ 9,000,000.00	100%

1.3 AVAILABILITY OF LOCAL FUNDS:

Attach a statement signed by the Chief Financial Officer listed in section 5.2 certifying all local share funds required for the project will be available on or before the earliest date listed in the Project Schedule section.

ODOT PID# _____ Sale Date: _____

STATUS: (Check one)

Traditional _____

Local Planning Agency (LPA) _____

State Infrastructure Bank _____

2.0 PROJECT INFORMATION

If project is multi-jurisdictional, information must be consolidated in this section.

2.1 **PROJECT NAME:** KENWOOD, PFEIFFER AND CREEK ROAD IMPROVEMENTS
(Credit Enhancement)

2.2 **BRIEF PROJECT DESCRIPTION - (Sections A through C):**

A: SPECIFIC LOCATION:

Kenwood Road from Catalpa Creek Drive (south) to Cornell Road (north). Pfeiffer Road from Reed Hartman Highway (west) to approximately I-71 (east). Creek Road form Reed Hartman Highway (west) to I & O Railroad (east).

PROJECT ZIP CODE: 45242

B: PROJECT COMPONENTS:

Repair (where applicable). Improve, widen and pave approximately 12,000 LF of Kenwood Road and install curb and gutter, and an enclosed storm sewer system. Upgrade traffic control devices and railroad crossings and signal systems, including the installation of a new railroad signal and gate system on Creek Road. Install an additional eastbound lane on Pfeiffer Road between Reed Hartman Highway and I-71. Adjust sanitary and water main as required. Improve existing road profile where deficient.

C: PHYSICAL DIMENSIONS / CHARACTERISTICS:

Kenwood Road, 38' back to back curb south of Catalpa to 1,100 LF north of Zig Zag Road. 71' back to back curb, through Pfeiffer Road for approximately 1,225 LF. 67' back to back curb 500' ± north of Pfeiffer to 500' ± south of Creek. 60' back to back curb (500' ± south of Creek to 2,200' ± : north of Creek). 49' back to back (2,450' ± north of Creek to 400' LF south of Cornell). 60' back to back curb to Cornell Road.

Pfeiffer Road Improvements - add an eastbound lane along the south side of Pfeiffer between Reed Hartman Highway and match existing just west of I-71 southbound onramp.

Creek Road - 38' back to back curb from Reed Hartman Highway to approximately 300 LF east of Kenwood Road.

D: DESIGN SERVICE CAPACITY:

Detail current service capacity vs. proposed service level.

The Average Daily Traffic (ADT) on Kenwood Road varies 17,000 VPD south of Pfeiffer to 22,800 VPD north of Pfeiffer. Pfeiffer Road ADT is estimated to be above 34,000 VPD. Traffic analysis for Pfeiffer and Creek intersections indicate a LOS of 'D' and (D to failing) respectively (see attached analysis summary). The proposed improvements will provide for more efficient traffic flow and are expected to improve the LOS..

Road or Bridge: Current ADT 22,800 **Year:** 1997 **Projected ADT:** 25,600 **Year:** 2003 (2% growth)

Water/Wastewater: Based on monthly usage of 7,756 gallons per household, attach current rate ordinance.
Current Residential Rate: $_____ Proposed Rate: $_____

Stormwater: Number of households served: _____

2.3 **USEFUL LIFE / COST ESTIMATE: Project Useful Life:** 25 **Years**

Attach Registered Professional Engineer's statement, with original seal and signature confirming the project's useful life indicated above and estimated cost.

3.0 REPAIR/REPLACEMENT or NEW/EXPANSION:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT	**$ 3,660,000.00**	**40.67%**
State Funds Requested for Repair and Replacement	**$ 2,000,000.00**	**22.22%**
TOTAL PORTION OF PROJECT NEW/EXPANSION	**$ 5,340,000.00**	**59.33%**

4.0 PROJECT SCHEDULE: *

		BEGIN DATE	END DATE
		COMPLETE	COMPLETE
4.1	Engineering/Design:	03 / 15 / 00	04 / 26 / 00
4.2	Bid Advertisement and Award:	07 / 28 / 00	12 / 01 / 01
4.3	Construction:	STARTED	APRIL 2000
4.4	Right-of-Way/Land Acquisition:		

* Failure to meet project schedule may result in termination of agreement for approved projects. Modification of dates must be requested in writing by the CEO of record and approved by the commission once the Project Agreement has been executed. The project schedule should be planned around receiving a Project Agreement on or about July 1st.

5.0 APPLICANT INFORMATION:

5.1 CHIEF EXECUTIVE OFFICER

TITLE	Mr. Dennis E. Albrinck
STREET	Service Director
	City of Blue Ash
	4343 Cooper Road
CITY/ZIP	City of Blue Ash, Ohio 45242
PHONE	(513) 745-8500
FAX	(513) 745-8594
E-MAIL	

5.2 CHIEF FINANCIAL OFFICER

TITLE	Mr. James S. Pfeffer
	Administrative Services Director
	4343 Cooper Road
CITY/ZIP	City of Blue Ash, Ohio 45242
PHONE	(513) 745-8500
FAX	(513) 745-8594
E-MAIL	

5.3 PROJECT MANAGER

	Mr. John L. Eisenmann, P.E., P.S.
TITLE	City Engineer
STREET	CDS Associates, Inc.
	11120 Kenwood Road
CITY/ZIP	Cincinnati, Ohio 45242
PHONE	(513) 791-1700
FAX	(513) 791-1936
E-MAIL	jeisenmann@cds-assoc.com

Changes in Project Officials must be submitted in writing from the CEO.

6.0 ATTACHMENTS/COMPLETENESS REVIEW:

Confirm in the blocks [ ] below that each item listed is attached.

[x] A certified copy of the legislation by the governing body of the applicant authorizing a designated official to sign and submit this application and execute contracts. This individual should sign under 7.0, Applicant Certification, below.

[x] A certification signed by the applicant's chief financial officer stating all local share funds required for the project will be available on or before the dates listed in the Project Schedule section. If the application involves a request for loan (RLP or SCIP), a certification signed by the CFO, which identifies a specific revenue source for repaying the loan also, must be attached. Both certifications can be accomplished in the same letter.

[x] A registered professional engineer's detailed cost estimate and useful life statement, as required in 164-1-13, 164-1-14, and 164-1-16 of the Ohio Administrative Code. Estimates shall contain an engineer's original seal or stamp and signature.

[N/A] A cooperation agreement (if the project involves more than one subdivision or district) which identifies the fiscal and administrative responsibilities of each participant.

[N/A] Projects which include new and expansion components and potentially affect productive farmland should include a statement evaluating the potential impact. If there is a potential impact, the Governor's Executive Order 98-VII and the OPWC Farmland Preservation Review Advisory apply.

[x] Capital Improvements Report: (Required by O.R.C. Chapter 164.06 on standard form)

[x] Supporting Documentation: Materials such as additional project description, photographs, economic impact (temporary and/or full time jobs likely to be created as a result of the project), accident reports, impact on school zones, and other information to assist your district committee in ranking your project. Be sure to include supplements, which may be required by your local District Public Works Integrating Committee.

7.0 APPLICANT CERTIFICATION:

The undersigned certifies that: (1) he/she is legally authorized to request and accept financial assistance from the Ohio Public Works Commission; (2) to the best of his/her knowledge and belief, all representations that are part of this application are true and correct; (3) all official documents and commitments of the applicant that are part of this application have been duly authorized by the governing body of the applicant; and, (4) should the requested financial assistance be provided, that in the execution of this project, the applicant will comply with all assurances required by Ohio Law, including those involving Buy Ohio and prevailing wages.

Applicant certifies that physical construction on the project as defined in the application has NOT begun, and will not begin until a Project Agreement on this project has been executed with the Ohio Public Works Commission. Action to the contrary will result in termination of the agreement and withdrawal of Ohio Public Works Commission funding of the project.

Dennis E. Albrinck, Service Director

Certifying Representative (Type or Print Name and Title)

Dennis E. Albrinck 9-16-99

Signature/Date Signed

ITEM NO.	SPEC NO.	ITEM DESCRIPTION	UNIT	ESTIMATED QUANTITY	UNIT COST	ITEM COST
1	201	CLEARING AND GRUBBING	LS	1	$40,000.00	$40,000.00
2	202	REMOVE PAVERSTONES & SALVAGE FOR REUSE	SF	700	$2.00	$1,400.00
3	202	CATCH BASIN REMOVED	EA	86	$200.00	$17,200.00
4	202	MANHOLE REMOVED	EA	6	$250.00	$1,500.00
5	202	CONCRETE DRIVE REMOVED	SY	447	$10.00	$4,466.31
6	202	CONCRETE WALK REMOVED	SF	7509	$2.00	$15,018.00
7	202	EX. HEAD WALL REMOVED	EA	32	$300.00	$9,600.00
8	202	PIPE REMOVED, 24" & UNDER	LF	4263	$8.00	$34,104.00
9	202	PLUG AND ABANDON EX. CONDUIT, AS PER PLAN	EA	49	$100.00	$4,900.00
10	202	PRIVATE SIGN FOOTING REMOVED	EA	18	$150.00	$2,700.00
11	202	STONE WALL REMOVED	LF	45	$60.00	$2,700.00
12	202	EX. R/R TIES REMOVED	LF	30	$5.00	$150.00
		REMOVALS SUBTOTAL				**$133,738.31**
		ROADWAY				
36	203	EMBANKMENT	CY	4300	$10.00	$43,000.00
37	203	EXCAVATION NOT INCLUDING EMBANKMENT	CY	2200	$15.00	$185,000.00

ITEM NO	SPEC NO	ITEM DESCRIPTION	UNIT	ESTIMATED QUANTITY	UNIT COST	ITEM COST
38	604	COVER EX. CB WITH CONCRETE SLAB	EA	1	$300.00	$300.00
39	203	SUBGRADE COMPACTION	SY	7611	$1.25	$9,513.75
40	254	PAVEMENT PLANING "VARIABLE DEPTH"	SY	13000	$2.00	$26,000.00
41	301	BITUMINOUS AGGREGATE BASE (DRIVEWAY & PARKING)	CY	80	$65.00	$5,167.50
42	403	ASPHALT CONCRETE, AC-20 W/100% CRUSHED AGGREGATE (ROADWAY)	CY	1800	$65.00	$117,000.00
43	*SPL	CRACK SEALING, *AS PER PLAN	GAL	500	$12.00	$6,000.00
44	404	ASPHALT CONCRETE, AC-20 W/100% CRUSHED AGGREGATE (DRIVEWAY)	CY	68	$85.00	$5,763.00
45	404	ASPHALT CONCRETE, AC-20 W/100% CRUSHED AGGREGATTE (ROADWAY)	CY	1520	$67.00	$101,840.00
46	407	TACK COAT @ 0.10 GAL/SY (ROADWAY)	GAL	4600	$1.00	$4,600.00
47	452	CONCRETE DRIVE RESIDENTIAL, AS PER PLAN (6")	SY	115	$25.00	$2,875.00
48	452	CONCRETE DRIVE & PARKING COMMERCIAL AS PER PLAN (8")	SY	625	$28.00	$17,500.00
49	608	CURB RAMP TYPE 1	EA	25	$100.00	$2,500.00
50	608	CURB RAMP TYPE 2	EA	9	$80.00	$720.00
51	609	COMBINATION CURB AND GUTTER, TYPE 2	LF	23020	$15.00	$345,300.00
52	609	TYPE 1 ASPHALT CURB	LF	93	$5.00	$465.00

ITEM NO.	SPEC NO.	ITEM DESCRIPTION	UNIT	ESTIMATED QUANTITY	UNIT COST	ITEM COST
53	*SPL	GRANULAR MATERIAL FOR SUBGRADE REPAIR	CY	1000	$30.00	$30,000.00
54	*203	PROOF ROLLING (AS DIRECTED BY ENGINEER)	HR	100	$100.00	$10,000.00
55	*251	PARTIAL DEPTH RIGID PAVEMENT REPAIR	SY	1000	$30.00	$30,000.00
56	*252	FULL DEPTH RIGID PAVEMENT REMOVAL AND FLEXIBLE REPLACEMENT	SY	1500	$40.00	$60,000.00
57	*253	PAVEMENT REPAIR, AS PER PLAN	SY	2050	$35.00	$71,750.00
		ROADWAY SUBTOTAL				**$1,075,294.25**
		DRAINAGE/ SANITARY				
80	601	TYPE A ROCK CHANNEL PROTECTION, GROUTED IN PLACE	CY	100	$100.00	$10,000.00
81	601	TYPE B ROCK CHANNEL PROTECTION WITH FILTER	CY	100	$80.00	$8,000.00
82	601	TYPE C ROCK CHANNEL PROTECTION, GROUT IN PLACE	CY	7	$80.00	$551.20
83	601	PAVED GUTTER	LF	16	$100.00	$1,600.00
84	603	12" CONDUIT, TYPE B, 706.02	LF	7318	$40.00	$292,720.00
85	603	12" CONDUIT, TYPE B, 706.02, CLASS V	LF	419	$60.00	$25,140.00
86	603	15" CONDUIT, TYPE B, 706.02	LF	281	$43.00	$12,083.00
87	603	18" CONDUIT, TYPE B, 706.02	LF	3178	$58.00	$184,324.00

ITEM NO.	SPEC NO.	ITEM DESCRIPTION	UNIT	ESTIMATED QUANTITY	UNIT COST	ITEM COST
88	603	21" CONDUIT, TYPE B, 706.02	LF	770	$65.00	$50,050.00
89	603	24" CONDUIT, TYPE B, 706.02	LF	1230	$70.00	$86,100.00
90	603	30" CONDUIT, TYPE B, 706.02	LF	175	$80.00	$14,000.00
91	603	36" CONDUIT, TYPE B, 706.02	LF	15	$120.00	$1,800.00
92	604	CATCH BASIN STD. NO. 2-2A	EA	12	$950.00	$11,400.00
93	604	CATCH BASIN STD. NO.2-2-B	EA	74	$950.00	$70,300.00
94	604	CATCH BASIN STD. NO. 2-3A	EA	1	$1,250.00	$1,250.00
95	604	CATCH BASIN STD. NO. 3M WITH VANE GRATE	EA	5	$2,000.00	$10,000.00
96	604	CATCH BASIN STD. NO. 3 WITH VANE GRATE	EA	128	$1,400.00	$179,200.00
97	604	CATCH BASIN STD. NO. 3A WITH VANE GRATE	EA	5	$1,200.00	$6,000.00
98	604	CATCH BASIN STD NO. 6	EA	4	$1,200.00	$4,800.00
99	604	HEADWALL STD.NO. HW-1 FOR 12" CONDUIT	EA	1	$550.00	$550.00
100	604	HEADWALL STD. NO. HW-1 FOR 24" CONDUIT	EA	1	$1,200.00	$1,200.00
101	604	HEADWALL STD. NO. HW-1 FOR 36" CONDUIT	EA	1	$1,800.00	$1,800.00
102	604	HEADWALL STD. NO. HW-2 FOR 18" CONDUIT	EA	1	$1,500.00	$1,500.00
103	604	HEADWALL STD. NO. HW-2 FOR 24" CONDUIT	EA	2	$1,700.00	$3,400.00

ITEM NO.	SPEC NO.	ITEM DESCRIPTION	UNIT	ESTIMATED QUANTITY	UNIT COST	ITEM COST
104	604	HEADWALL STD. NO. HW-4B FOR 12" CONDUIT	EA	2	$250.00	$500.00
105	604	HEADWALL STD. NO. HW-D FOR 12" CONDUIT	EA	2	$600.00	$1,200.00
106	604	MANHOLE STD. NO. MH-3	EA	63	$2,000.00	$126,000.00
107	SPL	BORE OR JACK 48" STEEL SLEEVE #7 GAGE AS PER PLAN	LF	40	$600.00	$24,000.00
108	604	ADJUST EX. STM MH TO GRADE	EA	7	$200.00	$1,400.00
109	604	ADJUST EX CATCH BASIN TO GRADE	EA	1	$200.00	$200.00
110	604	RECONSTRUCT EX. CB TO GRADE	EA	2	$300.00	$600.00
111	604	ADJUST SAN MH TO GRADE W/ BRICK & MORTAR	EA	23	$200.00	$4,600.00
112	604	RECONSTRUCT SAN MH TO GRADE	EA	34	$400.00	$13,600.00
113	*603	6" CONDUIT TYPE B, CLASS V, 706.01, 706.02, 706.03, WITH JOINTS PER 706.11 OR 706.12	LF	600	$20.00	$12,000.00
114	*603	6" CONDUIT TYPE C, 706.01, 706.02, 706.03, WITH JOINTS PER 706.11 OR 706.12	LF	600	$18.00	$10,800.00
115	*603	FARM DRAINS	LF	200	$10.00	$2,000.00
116	*605	AGGREGATE DRAINS FOR SPRINGS	LF	500	$10.00	$5,000.00
117	*605	UNCLASSIFIED PIPE UNDERDRAIN, 707.15	LF	1000	$12.00	$12,000.00

ITEM NO	SPEC NO	ITEM DESCRIPTION	UNIT	ESTIMATED QUANTITY	UNIT COST	ITEM COST
		DRAINAGE/SANITARY				
		SUBTOTAL				**$1,191,668.20**
		ROADSIDE/ EROSION				
		CONTROL				
118	207	FILTER FABRIC FENCE	LF	940	$3.25	$3,055.00
119	207	STRAW OR HAY BALES	EA	700	$8.50	$5,950.00
120	653	TOPSOIL FURNISHED AND PLACED	CY	1287	$28.00	$36,036.00
121	659	COMMERCIAL FERTILIZER, AS PER PLAN, SPEC.	TON	1.04	$500.00	$520.00
122	659	SEEDING AND MULCHING, AS PER PLAN,	SY	11600	$1.00	$11,600.00
123	659	WATER	MGAL	26	$50.00	$1,300.00
124	660	SODDING	SY	200	$5.00	$1,000.00
125	*659	REPAIR SEEDING AND MULCHING	SY	1000	$0.50	$500.00
		ROADSIDE/EROSION				
		CONTROL SUBTOTAL				**$59,961.00**
		MAINTENANCE OF				
		TRAFFIC SUBTOTAL				**$170,789.50**

ITEM NO.	SPEC NO.	ITEM DESCRIPTION	UNIT	ESTIMATED QUANTITY	UNIT COST	ITEM COST
		TRAFFIC				$50,000.00
		WATER				$480,000.00
		RAILROAD				$163,000.00
		SUBTOTAL				$3,324,451.26
		CONTINGENCIES AT APPROX 10%				$335,548.74
		TOTAL				$3,660,000.00

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USEFUL LIFE: UPON SATISFACTORY COMPLETION OF THE WORK, THE USEFUL LIFE OF THE KENWOOD ROAD IMPROVEMENTS WILL BE 25 YEARS FOR ROADWAY IMPROVEMENTS.

OPINION OF CONSTRUCTION COST IS SUBJECT TO ADJUSTMENT UPON DETAIL PLAN COMPLETION AND UPON RECIEPT OF BIDS BY QUALIFIED CONTRACTORS

JOHN EISENMANN, P.E., P.S.
Ohio Engineer #39681

STATE OF OHIO
JOHN L. EISENMANN
39681
REGISTERED PROFESSIONAL ENGINEER

KENWOOD ROAD IMPROVEMENTS
NEW/ EXPANSION QUANTITY

ITEM NO	SPEC NO	ITEM DESCRIPTION	UNIT	ESTIMATED QUANTITY	UNIT COST	ITEM COST
1	201	CLEARING AND GRUBBING	LS	1	$180,000.00	$180,000.00
2	202	CONCRETE DRIVE REMOVED	SY	1042	$10.00	$10,417.70
3	202	CURB AND GUTTER REMOVED	LF	5777	$6.00	$34,662.00
4	202	CURB REMOVED	LF	1967	$4.00	$7,868.00
5	202	ROLL CURB REMOVED	LF	910	$5.00	$4,550.00
6	202	MODIFIED ROLLED CURB REMOVED	LF	90	$5.00	$450.00
7	202	EX. PAVED GUTTER REMOVED	SF	86	$20.00	$1,720.00
8	202	REMOVE EX. FENCE, TYPE CL	LF	116	$5.00	$580.00
9	202	EX. POST REMOVED (ANY TYPE)	EA	5	$15.00	$75.00
10	202	REMOVE EX. SPLIT RAIL FENCE	LF	215	$10.00	$2,150.00
11	202	EX. CL FENCE REMOVED	LF	51	$10.00	$510.00
12	202	EX. PULL BOX REMOVED	EA	20	$100.00	$2,000.00
13	202	EX. LIGHT FOUNDATION REMOVED	EA	2	$200.00	$400.00
14	202	EX. LANDSCAPE LIGHT FOUNDATION REMOVED	EA	6	$200.00	$1,200.00
15	202	EX PAY PHONE FOUNDATION REMOVED	EA	1	$500.00	$500.00
16	202	REMOVE, SALVAGE & RETURN TO OWNER EX. BRICK WALK	SF	36	$3.00	$108.00
17	202	EX. BLOCK WALL REMOVED	EA	1	$200.00	$200.00
18	202	GUARD RAIL REMOVED & SALVAGED FOR REUSE	LF	469	$5.00	$2,345.00
19	202*	GUARD RAIL REMOVED	LF	100	$3.00	$300.00

ITEM NO	SPEC NO	ITEM DESCRIPTION	UNIT	ESTIMATED QUANTITY	UNIT COST	ITEM COST
20		REMOVE MAILBOX	EA	10	$100.00	$1,000.00
21	202	REMOVE AND SALVAGE EX. TRAFFIC SIGN & POST, AS PER PLAN, SPEC PROVISION #002	EA	83	$100.00	$8,300.00
22	202	EX. R/R TIES REMOVED	LF	30	$5.00	$150.00
		REMOVALS SUBTOTAL				**$259,485.70**
		ROADWAY				
23	203	EMBANKMENT	CY	18840	$8.00	$150,720.00
24	203	EXCAVATION NOT INCLUDING EMBANKMENT	CY	9800	$15.00	$147,000.00
25	203	SUBGRADE COMPACTION	SY	52600	$1.25	$65,750.00
26	301	BITUMINOUS AGGREGATE BASE (DRIVEWAY & PARKING)	CY	185	$65.00	$12,025.00
27	301	BITUMINOUS AGGREGATE BASE (ROADWAY)	CY	9000	$55.00	$495,000.00
28	304	AGGREGATE BASE (4" MIN. THICKNESS)	CY	200	$45.00	$9,000.00
29	403	ASPHALT CONCRETE, AC-20 W/100% CRUSHED AGGREGATE (ROADWAY)	CY	4250	$62.00	$263,500.00
30	*SPL	CRACK SEALING, *AS PER PLAN	GAL	500	$12.00	$6,000.00
31	404	ASPHALT CONCRETE, AC-20 W/100% CRUSHED AGGREGATE (DRIVEWAY)	CY	226	$85.00	$19,210.00
32	404	ASPHALT CONCRETE, AC-20 W/100% CRUSHED AGGREGATTE (ROADWAY)	CY	2665	$65.00	$173,225.00
33	407	TACK COAT @ 0.10 GAL/SY (ROADWAY)	GAL	4500	$1.00	$4,500.00

ITEM NO	SPEC NO	ITEM DESCRIPTION	UNIT	ESTIMATED QUANTITY	UNIT COST	ITEM COST
34	452	CONCRETE DRIVE RESIDENTIAL, AS PER PLAN (6")	SY	260	$25.00	$6,500.00
35	452	CONCRETE APRON RESIDENTIAL, AS PER PLAN (6")	SY	1900	$27.00	$51,300.00
36	452	CONCRETE DRIVE & PARKING COMMERCIAL AS PER PLAN (8")	SY	1445	$28.00	$40,460.00
37	452	CONCRETE APRON, COMMERCIAL, AS PER PLAN (8")	SY	1120	$30.00	$33,600.00
38	606	ANCHOR ASSEMBLY, TYPE A	EA	3	$850.00	$2,550.00
39	606	ANCHOR ASSEMBLY, TYPE T	EA	2	$600.00	$1,200.00
40	606	GUARD POSTS, AS PER PLAN	EA	60	$50.00	$3,000.00
41	606	GUARDRAIL, REBUILT	LF	380	$10.00	$3,800.00
42	606	GUARDRAIL, TYPE 5	LF	625	$15.00	$9,375.00
43	*607	FENCE, TYPE CL	LF	150	$12.00	$1,800.00
44	607	GATE, TYPE CL, 44'	EA	1	$500.00	$500.00
45	SPL	FENCE/SPLIT RAIL	LF	100	$18.00	$1,800.00
46	607	RELOCATE EX. FENCE, TYPE CL	LF	155	$12.00	$1,860.00
47	607*	RELOCATE EX. FENCE, TYPE WOVEN WIRE	LF	100	$10.00	$1,000.00
48	607	RELOCATE EXISTING WOOD FENCE	LF	55	$12.00	$660.00
49	608	CONCRETE WALK (5" THICK)	SF	84000	$2.50	$210,000.00
50	609	COMBINATION CURB AND GUTTER, TYPE 2	LF	4655	$15.00	$69,825.00
51	609	CURB, TYPE 6	LF	4200	$13.00	$54,600.00
52	612	CONCRETE ISLAND AS PER PLAN	LS	1	$1,200.00	$1,200.00

ITEM NO	SPEC NO	ITEM DESCRIPTION	UNIT	ESTIMATED QUANTITY	UNIT COST	ITEM COST
53	*203	PROOF ROLLING (AS DIRECTED BY ENGINEER)	HR	100	$100.00	$10,000.00
54	SPL	MAIL BOX RELOCATED, AS PER PLAN, SPEC. PROVISION #003)	EA	74	$120.00	$8,880.00
55	SPL	REPLACE EX LANDSCAPE STONEWALL, AS PER PLAN	LS	1	$30,000.00	$30,000.00
56	SPL	PAVEMENT JOINT, REINFORCEMENT FABRIC, AS PER PLAN	LF	31000	$2.00	$62,000.00
57	SPL	INSTALL PAVERSTONE USING EX. STONES	SF	700	$4.00	$2,800.00
58	SPL	INSTALL PAVERSTONE NEW	SF	720	$7.00	$5,040.00
59	SPL	RELOCATE EX. LIGHT	EA	7	$1,500.00	$10,500.00
		ROADWAY SUBTOTAL				**$1,970,180.00**
		ROADSIDE/ EROSION CONTROL				
60	207	FILTER FABRIC FENCE	LF	3760	$3.25	$12,220.00
61	653	TOPSOIL FURNISHED AND PLACED	CY	5248	$28.00	$146,944.00
62	658	TREE ROOT AERATION	CY	40	$80.00	$3,200.00
63	659	COMMERCIAL FERTILIZER, AS PER PLAN, SPEC. PROVISION #1	TON	4.17	$500.00	$2,085.00
64	659	SEEDING AND MULCHING, AS PER PLAN, SPEC. PROVISION #001	SY	48400	$0.75	$36,300.00
65	659	WATER	MGAL	110	$50.00	$5,500.00
66	660	SODDING	SY	800	$5.00	$4,000.00
67	*659	REPAIR SEEDING AND MULCHING	SY	4000	$0.50	$2,000.00
		ROADSIDE/EROSION				

ITEM NO	SPEC NO	ITEM DESCRIPTION	UNIT	ESTIMATED QUANTITY	UNIT COST	ITEM COST
		CONTROL SUBTOTAL				$212,249.00
		MAINTENANCE OF				
		TRAFFIC SUBTOTAL				$160,000.00
		STRUCTURAL				$450,000.00
		TRAFFIC				$450,000.00
		WATER				$170,000.00
		RAILROAD				$1,187,000.00
		SUBTOTAL				$4,858,914.70
		CONTINGENCIES AT APPROXIMATELY 10%				$481,085.30
		TOTAL				$5,340,000.00

USEFUL LIFE: UPON SATISFACTORY COMPLETION OF THE WORK, THE USEFUL LIFE OF THE KENWOOD ROAD IMPROVEMENTS WILL BE 25 YEARS FOR ROADWAY IMPROVEMENTS.

OPINION OF CONSTRUCTION COST IS SUBJECT TO ADJUSTMENT UPON DETAIL PLAN COMPLETION AND UPON RECIEPT OF BIDS BY QUALIFIED CONTRACTORS

JOHN EISENMANN, P.E., P.S.
Ohio Engineer #39681

CITY OF BLUE ASH

4343 Cooper Road • Blue Ash, Ohio 45242-5699 • (513) 745-8500 • Fax 745-8594
TTY (for the hearing/speech impaired) 745-6251 • e-mail: admin.ba@blueash.com
Marvin D. Thompson, City Manager

SEPTEMBER 15, 1999

STATE CAPITAL IMPROVEMENT PROGRAM ROUND 14
CERTIFICATION OF LOCAL FUNDS

STATUS OF FUNDS

THIS IS TO CERTIFY THAT CITY FUNDS ARE AVAILABLE TO FINANCE THE LOCAL SHARE OF THE KENWOOD ROAD IMPROVEMENTS. ATTACHED FOR VERIFICATION IS A COPY OF THE DECEMBER 31, 1998 COMPREHENSIVE ANNUAL FINANCIAL REPORT FOR THE CITY OF BLUE ASH.

JAMES S. PFEFFER, TREASURER

improvement and construction of State highways; paying the City's portion of the compensation, damages, costs and expenses of planning, constructing, reconstructing, improving, maintaining and repairing roads and streets; paying any costs apportioned to the City under Section 4907.47 of the Ohio Revised Code; paying debt service charges on notes or bonds of the City issued for such purposes; purchasing, erecting and maintaining street and traffic signs and markers; purchasing, erecting and maintaining traffic lights and signals; and to supplement revenue already available for such purposes, provided that any use of such tax proceeds shall be in accord with the purposes set forth in Sections 4504.04, 4504.06, 4504.17 and 4504.171 of the Ohio Revised Code.

The municipal motor vehicle license tax levied under Section 172.01 shall be imposed from and after the earliest date permitted by law and continue in effect until repealed by ordinance.

Section 172.03. Payment of the Tax.

The tax imposed by Section 172.01 shall be paid to the Registrar of Motor Vehicles of the State of Ohio or to a Deputy Registrar at the time application for the registration of a motor vehicle is made as provided in Section 4503.10 of the Ohio Revised Code.

Section 172.04. Reductions and Exemptions of the Tax.

The tax imposed by Section 172.01 shall be subject to reductions in the manner provided in Section 4503.11 of the Ohio Revised Code and to the exemptions provided in Sections 4503.16, 4503.17, 4503.171, 4503.41 and 4503.43 of the Ohio Revised Code.

Section 172.05. Severability

If any portion or section of this chapter shall be declared invalid or unlawful for any reason, such portion or section shall be deemed a separate, distinct and independent provision and such holding shall not affect the validity of the remaining portions thereof.

SECTION II.

That the amounts received from the tax levied under the provisions of this ordinance shall be deposited into the Street Construction, Maintenance and Repair Fund or other appropriate fund to be used for the purposes identified in Section 172.02 as appropriate.

SECTION III.

That the Clerk of Council and the City Manager shall do all things necessary to carry out and enforce this ordinance, including certifying this ordinance to the appropriate State officials within the time provided by law.

SECTION IV.

That the Treasurer and Finance Officer shall deposit the receipts from the tax levied hereunder and the City Manager shall be authorized to make expenditures from the receipts in accordance with the lawful purposes set forth in Section I hereof.

SECTION V.

That this ordinance shall be in force and take effect from and after the earliest period allowed by law.

PASSED this 2nd day of February, 1993.

Walter L. Reuszer, Mayor

Mary E. Malone, Clerk of Council

APPROVED AS TO FORM:

Mark A. Vander Laan, Solicitor

THIS IS A CERTIFIED TRUE AND CORRECT COPY:

Mary E. Malone, Clerk of Council

PROJECT APPLICATION - MUNICIPAL ROAD FUND

INSTRUCTIONS: **Use one form for each project.**
Assign priority to projects.
The application cost estimate shall be prepared: By the Municipality's Engineer or a Registered Engineer of the Municipality's choosing.
Submit before August 6.

(1) Municipality City of Blue Ash

(2) Road Name Kenwood Road Bridge

(3) Project Limits Approximately 900' south of Pfeiffer Road Intersection

(4) Project Priority (1)

(5) Present Roadway Data:

(a) Pav't. Width 22' (b) R/W Width 60' (c) Curb Type n/a

(d) Type Surface Asphalt (e) Type Base Concrete (f) Shldr. Type Asphalt

(g) Shldr. Width 0' west/5' east (h) Year Last Resurfaced Prior to 1988

(6) Present Condition of Project Area: List Deficiencies and reasons for improvement.

Kenwood Road, within the project area, has a 5' wide shoulder that is being used as a bike path/sidewalk. The pedestrian movements are on the bridge deck with no separation from traffic.Over 16,800 VPD use this part of Kenwood. Currently, the bridge railing next to the bike path/sidewalk is made of Type 4 guardrail, which does not meet bikeway standards.

(7) Project Description or Statement of Work to be Done: Include Width and Type of New Pavement and Other Project Particulars.

In order to accommodate a proposed roadway widening, and to upgrade the safety condition, this project involves constructing an 8' wide pedestrian bridge including the necessary upgrades of the existing wingwalls and railing.

(8) Traffic Data: (a) Present Volume 16,800 (b) Date of Count 1997

(9) Cost Estimate:

When engineering plans are necessary, list the following costs:

(a) Preparation of preliminary plans & estimates, etc.	$ Completed
(b) Preparation of final plans & estimates, etc.	$ Completed
Construction Cost Estimate	$ 110,000.00
Other Costs (specify)	$
Total Project Cost for which application to MRF is made	$ 50,000.00

(10) Estimated date construction can be started after approval Summer, 2000

(11) Estimated date construction can be started if not funded 100% from Municipal Road Fund Summer , 2000

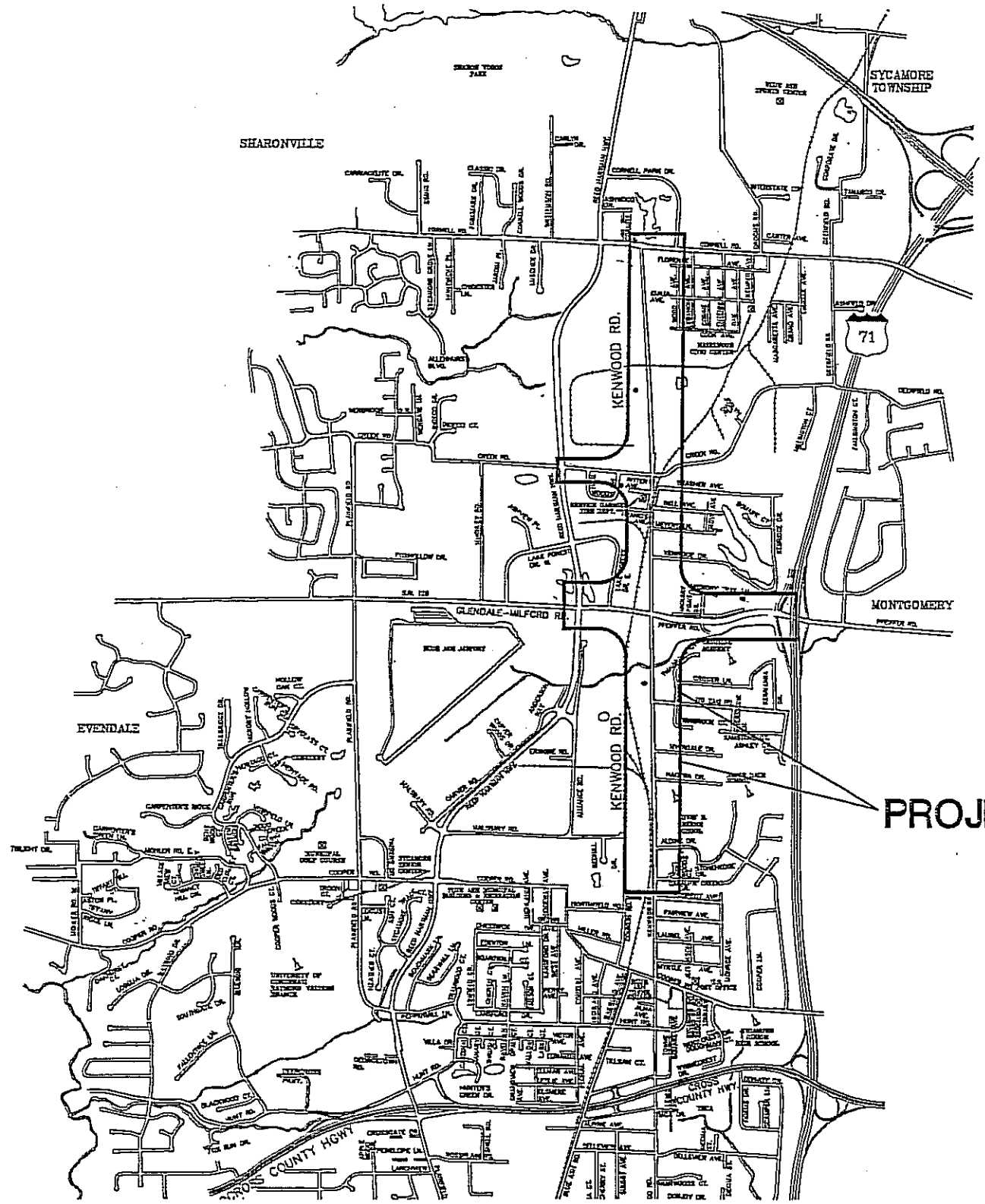
(12) Cost Estimate Prepared By: Robert F. Dreyer, Jr., P.E. Date: 07/26/99

(13) Application Prepared By: CDS Associates, Inc Date: 07/26/99

FORM MRF-1

REV. 6/74

KENWOOD ROAD IMPROVEMENTS
VICINITY MAP



ORDINANCE NO. 99-65

AUTHORIZING THE CITY MANAGER TO SEEK FINANCIAL ASSISTANCE FROM THE STATE CAPITAL IMPROVEMENT PROGRAM (SCIP) FOR FUNDING OF VARIOUS CAPITAL INFRASTRUCTURE IMPROVEMENT PROJECTS AND RELATED FINANCING COSTS; AND DECLARING AN EMERGENCY

WHEREAS, Section 9.12 of Article IX of the Charter of the City of Blue Ash, Ohio provides the method under which the City Manager shall make certain purchases and enter into contracts on behalf of the City; and

WHEREAS, pursuant to Article VII of Section 2K of the Ohio Constitution, the State of Ohio is authorized to issue bonds and other obligations of the State for the purpose of financing public infrastructure capital improvements of political subdivisions as designated by law; and

WHEREAS, pursuant to Section 164.06 of the Ohio Revised Code, the District Two Public Works Integrating Committee has been created to accept, evaluate and recommend applications for state financing of capital infrastructure improvement projects of political subdivisions in Hamilton County; and

WHEREAS, pursuant to Section 164.06 of the Ohio Revised Code, the Ohio Public Works Commission has been created to accept and approve applications for state financing of capital infrastructure improvement projects of political subdivisions in Hamilton County; and

WHEREAS, the City has conducted a capital inventory and needs assessment and has determined that it is necessary to submit applications for financial assistance for capital infrastructure improvement sections.

Be it ordained by the Council of the City of Blue Ash, Ohio, not less than five (5) members thereof concurring,

SECTION I.

The City Manager or his designee is hereby authorized to apply to the District Two Public Works Integrating Committee and the Ohio Public Works Commission for financial assistance for the Kenwood and Pfeiffer Roads Improvement Project and related financing costs.

SECTION II.

The City Manager is further authorized to enter into any agreements as may be necessary and appropriate for obtaining this financial assistance in conjunction with the recommendations of the City Engineer and the Service Director, and approved as to form by the City Solicitor in accordance with all authority granted to and limitations upon by the City's Treasurer.

SECTION III.

This ordinance is hereby declared to be an emergency measure necessary for the immediate preservation of public peace, health, safety, and welfare of the City of Blue Ash, Ohio; the reason for the emergency being the need to provide the necessary authority for the City to apply for these funds. Therefore, this ordinance shall take effect and be in force from and after its passage.

PASSED this 9th day of September, 1999.

James W. Sumner, Mayor

Mary E. Malone, Clerk of Council

APPROVED AS TO FORM:

Mark A. Vander Laan, Solicitor

THIS IS A CERTIFIED TRUE AND CORRECT COPY:

Mary E. Malone, Clerk of Council

City of Blue Ash
Interoffice Memorandum

TO: Dennis E. Albrinck, Service Director

FROM: Marvin D. Thompson, City Manager

SUBJECT: Ohio Public Works Commission (OPWC) Application for Financial Assistance Designation of Responsibilities Official

DATE: September 15, 1999

COPIES: Bruce E. Henry, James S. Pfeffer, Mike Diab (CDS Associates)

The purpose of this memorandum is to designate Dennis E. Albrinck, Service Director of the City of Blue Ash, as the City official responsible for the submittal of any application, form, agreement, etc. to the Ohio Public Works Commission (OPWC) for financial assistance.

Mr. Albrinck shall have the authority to submit applications to, meet with, and execute agreements with the Ohio Public Works Commissions (OPWC) or the District 2 Public Works Integrating Committee (DPWIC), on behalf of the City of Blue Ash.

An alternate designation is hereby made in the case of the absence of Mr. Albrinck for Deputy Manager/Safety Director Bruce E. Henry to possess the necessary responsibility to act in this capacity.

Marvin D. Thompson, City Manager

Deal\SCIPAppl

ORDINANCE NO. 93-15

CREATING CHAPTER 172 OF THE BLUE ASH CODE OF ORDINANCES TO PROVIDE FOR THE IMPOSITION OF AN ANNUAL MUNICIPAL MOTOR VEHICLE LICENSE TAX IN ACCORDANCE WITH THE PROVISIONS OF SECTION 4504.171 OF THE OHIO REVISED CODE AND TO PROVIDE FOR THE COLLECTION OF SAID TAX BY THE REGISTRAR OF MOTOR VEHICLES OF THE STATE OF OHIO OR DEPUTY REGISTRARS AT THE TIME APPLICATIONS FOR REGISTRATION OF MOTOR VEHICLES ARE REQUIRED UNDER THE OHIO REVISED CODE

WHEREAS, various provisions of the Ohio Revised Code provide for the levy of a Municipal Motor Vehicle License Tax by the legislative authority of a municipal corporation; and

WHEREAS, the provisions of Section 4504.171 of the Revised Code authorize municipal corporations to adopt a Municipal Motor Vehicle License Tax which would be in addition to other permissive Motor Vehicle License Taxes levied by counties or municipal corporations; and

WHEREAS, the City of Blue Ash is desirous of levying this permissive Municipal Motor Vehicle License Tax to obtain additional revenues to be used generally, and as more specifically provided here and in the Revised Code, to improve the streets of the City.

Be it ordained by the Council of the City of Blue Ash, Ohio,

SECTION I.

That Chapter 172 of Title IV of the Codified Ordinances of the City of Blue Ash, Ohio is hereby adopted, creating Chapter 172, Municipal Motor Vehicle License Tax, which shall read as follows:

Section 172.01 Levy of Annual Tax.

There is hereby levied an annual permissive motor vehicle license tax upon the operation of motor vehicles upon the public roads or highways of the City of Blue Ash. Such tax shall be at the rate of $5.00 per motor vehicle on all motor vehicles the district of registration of which, as defined in Section 4503.10 of the Revised Code, is in the City of Blue Ash. This tax shall be in addition to the taxes at the rates specified in Sections 4503.04 and 4503.16 of the Ohio Revised Code. This tax is to supplement revenues already available under Ohio Revised Code Sections 4504.04, 4504.06, 4504.17, and 4504.172. This tax is levied under the authority of Section 4504.171 of the Ohio Revised Code.

As used in this chapter the term "motor vehicles" means any and all vehicles included within the definition of motor vehicles in Section 4501.01 and 4505.01 of the Ohio Revised Code and includes motorized bicycles.

Section 172.02 Use of Tax Levy Proceeds.

The proceeds of the tax levied under Section 172.01 are for the purpose of paying the costs and expenses of enforcing and administering the tax provided for in Section 172.01 and for planning, constructing, reconstructing, improving, maintaining and repairing public roads, highways and streets; maintaining and repairing bridges and viaducts; paying the City's portion of the costs and expenses of cooperating with the Department of Transportation in the planning,

TRAFFIC CERTIFICATION STATEMENT

This is to certify that the attached documentation regarding 24-hour traffic volume has been obtained by an actual mechanical count taken at the location and date noted on the traffic count printout.

John L. Eisenmann 9/17/99

John L. Eisenmann, P.E., P.S. Date
City Engineer

DATE: 5/27/97
LOCATIONKENWOOD ROAD. 600' S OF CREEK

Channel A = nb
Channel B = sb

TIME	INTV	CH1	CH2
10:00	1	157	93
10:15	2	112	129
10:30	3	131	179
10:45	4	131	147
11:00	5	136	160
11:15	6	166	169
11:30	7	143	207
11:45	8	136	205
12:00	9	145	232
12:15	10	157	232
12:30	11	160	244
12:45	12	193	222
13:00	13	164	193
13:15	14	181	195
13:30	15	165	225
13:45	16	184	216
14:00	17	187	234
14:15	18	189	222
14:30	19	180	178
14:45	20	148	253
15:00	21	156	244
15:15	22	129	206
15:30	23	128	190
15:45	24	183	278
16:00	25	179	293
16:15	26	171	340
16:30	27	168	276
16:45	28	115	269
17:00	29	162	388
17:15	30	153	333
17:30	31	164	470
17:45	32	161	378
18:00	33	155	344
18:15	34	137	274
18:30	35	121	235
18:45	36	129	192
19:00	37	123	152
19:15	38	112	157
19:30	39	95	142
19:45	40	78	112
20:00	41	80	130
20:15	42	72	104

DATE: 5/27/97
LOCATIONKENWOOD ROAD. 600' S OF CREEK

Channel A = nb
Channel B = sb

TIME	INTV	CH1	CH2
20:30	43	43	108
20:45	44	50	90
21:00	45	52	101
21:15	46	50	94
21:30	47	48	87
21:45	48	43	68
22:00	49	43	56
22:15	50	19	44
22:30	51	30	38
22:45	52	21	44
23:00	53	19	36
23:15	54	15	27
23:30	55	14	23
23:45	56	11	22
0:00	57	7	5
0:15	58	8	28
0:30	59	7	24
0:45	60	10	10
1:00	61	3	9
1:15	62	3	7
1:30	63	8	12
1:45	64	4	2
2:00	65	8	5
2:15	66	5	12
2:30	67	5	9
2:45	68	1	4
3:00	69	13	7
3:15	70	10	9
3:30	71	3	12
3:45	72	4	7
4:00	73	5	7
4:15	74	11	14
4:30	75	10	12
4:45	76	17	23
5:00	77	24	12
5:15	78	27	11
5:30	79	23	20
5:45	80	34	23
6:00	81	57	36
6:15	82	56	74
6:30	83	73	55
6:45	84	123	112
7:00	85	206	143

DATE: 5/27/97
LOCATIONKENWOOD ROAD. 600' S OF CREEK

Channel A = nb
Channel B = sb

TIME	INTV	CH1	CH2
7:15	86	180	188
7:30	87	264	263
7:45	88	190	269
8:00	89	226	289
8:15	90	186	257
8:30	91	212	251
8:45	92	209	186
9:00	93	184	202
9:15	94	176	184
9:30	95	125	138
9:45	96	142	152
	TOTALS:	**9453**	**13363**
	ADT=	22816	

Pfeiffer Road WB

CDS Associates, Inc.

200' E of I-71

11120 Kenwood Rd.
Cincinnati, Ohio 45242

Site Code : 000000000000
Start Date: 04/24/95
File I.D. : 5003-18A

Street name :Pfeiffer Road Cross street:Best Western Westbound Page : 1

Begin	04/24 Mon.		04/25 Tues.		04/26 Wed.		04/27 Thur.		04/28 Fri.		Weekday	04/29 Sat.		04/30 Sun.	
Time	Row	Total	Row	Total	Row	Total	Row	Total	Row	Total	Avg.		Total	Row	Total
12:00 am		*		*		87		81		76	81		158		169
01:00		*		*		49		42		49	47		83		91
02:00		*		*		36		42		42	40		65		67
03:00		*		*		30		43		37	37		37		48
04:00		*		*		97		108		112	106		77		45
05:00		*		*		390		361		377	376		138		53
06:00		*		*		1160		1153		1110	1141		319		109
07:00		*		*		1935		1817		1853	1868		421		161
08:00		*		*		1730		1815		1698	1748		605		236
09:00		*		*		1001		1034		1030	1022		603		363
10:00		*		*		919		834		828	860		733		472
11:00		*		891		919		988		921	930		719		512
12:00 pm		*		992		1004		968		1042	1002		721		676
01:00		*		954		939		1030		1042	991		610		641
02:00		*		1114		1044		1114		1067	1085		649		572
03:00		*		999		1041		1087		1018	1036		671		559
04:00		*		1074		1072		1054		983	1046		580		515
05		*		1084		1134		1136		1057	1103		594		490
06:__		*		774		932		862		781	837		563		408
07:00		*		604		546		566		581	574		478		341
08:00		*		452		495		472		454	468		373		334
09:00		*		377		461		375		375	397		360		257
10:00		*		297		291		286		323	299		319		197
11:00		*		202		159		121		238	180		267		106
Totals		0		9814		17471		17389		17094	17274		10143		7422
Avg. WkDay		.0%		56.8%		101.1%		100.6%		98.9%			58.7%		42.9%
AM Peaks				11:00		07:00		07:00		07:00	07:00		10:00		11:00
				891		1935		1817		1853	1868		733		512
PM Peaks				02:00		05:00		05:00		02:00	05:00		12:00		12:00
				1114		1134		1136		1067	1103		721		676

CDS Associates, Inc.

11120 Kenwood Rd.
Cincinnati, Ohio 45242

Site Code : 000000000000
Start Date: 04/24/95
File I.D. : 5003-188

Street name :Pfeiffer Road Cross street:Best Western Eastbound Page : 1

Begin	04/24	Mon.	04/25	Tues.	04/26	Wed.	04/27	Thur.	04/28	Fri.	Weekday	04/29	Sat.	04/30	Sun.
Time	Row	Total	Row	Total	Row	Total	Row	Total	Row	Total	Avg.		Total	Row	Total
12:00 am		*		*		142		134		136	137		172		121
01:00		*		*		75		68		53	65		96		77
02:00		*		*		65		51		63	60		60		25
03:00		*		*		30		26		43	33		33		19
04:00		*		*		48		46		55	50		26		19
05:00		*		*		101		95		106	101		41		23
06:00		*		*		358		372		371	367		140		65
07:00		*		*		829		855		807	830		275		147
08:00		*		*		897		819		841	852		465		223
09:00		*		*		755		745		812	771		520		324
10:00		*		*		828		837		917	861		704		407
11:00		*		977		1098		1008		1159	1060		749		481
12:00 pm		*		1005		1143		1078		1123	1087		772		482
01:00		*		967		1040		987		1051	1011		721		599
02:00		*		1199		1121		1195		1303	1204		671		591
03:00		*		1513		1456		1465		1569	1501		668		584
04:00		*		1711		1748		1707		1751	1729		576		591
05		*		1916		1898		1986		1929	1932		608		493
06:[illegible]		*		1277		1240		1193		1056	1192		588		439
07:00		*		738		857		792		785	793		423		361
08:00		*		595		612		598		540	586		324		254
09:00		*		541		479		528		405	488		282		182
10:00		*		303		292		310		372	319		284		129
11:00		*		178		206		207		268	215		214		123
Totals		0		12920		17318		17102		17515	17244		9412		6759
Avg. WkDay		.0%		74.9%		100.4%		99.1%		101.5%			54.5%		39.2%
AM Peaks				11:00		11:00		11:00		11:00	11:00		11:00		11:00
				977		1098		1008		1159	1060		749		481
PM Peaks				05:00		05:00		05:00		05:00	05:00		12:00		01:00
				1916		1898		1986		1929	1932		772		599

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4d 07-03-1997
CDS ASSOCIATES, INC.

Streets: (E-W) CREEK RD. (N-S) KENWOOD RD.
Analyst: CDS/SKRI File Name: KC_PMEX.HC9
Area Type: Other 6-23-97 PM PEAK
Comment: EXISTING CONDITIONS WITH PM PEAK (COUNT: 6/20/97)

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	<	1	1	<	1	1	<	1	1	<
Volumes	87	233	176	203	181	43	50	382	125	21	549	81
PHF or PK15	0.78	0.76	0.88	0.82	0.71	0.60	0.78	0.92	0.80	0.66	0.92	0.68
Lane W (ft)	12.0	12.0		12.0	12.0		11.0	11.0		11.0	11.0	
Grade		0			0			0			0	
% Heavy Veh	4	4	2	2	3	4	2	2	2	2	2	3
Parking	(Y/N)	N		(Y/N)	N		(Y/N)	N		(Y/N)	N	
Bus Stops			0			0			0			0
Con. Peds			0			0			0			0
Ped Button	(Y/N)	N		(Y/N)	N		(Y/N)	N		(Y/N)	N	
Arr Type	3	3		3	3		3	3		3	3	
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
Prop. Share												
Prop. Prot.												

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	*	*			NB	Left	*	*		
	Thru		*				Thru		*		
	Right		*				Right		*		
	Peds		*				Peds		*		
WB	Left	*	*			SB	Left	*	*		
	Thru		*				Thru		*		
	Right		*				Right		*		
	Peds						Peds				
NB	Right					EB	Right				
SB	Right					WB	Right				
Green		10.0A	37.0A			Green		8.0A	46.0A		
Yellow/AR		5.0	5.0			Yellow/AR		4.0	5.0		

Cycle Length: 120 secs Phase combination order: #5 #6 #1 #2

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	307	1736	0.365	0.450	13.9	B	33.0	D
	TR	564	1736	0.899	0.325	37.2	D		
WB	L	239	1770	1.038	0.450	78.6	F	46.7	E
	TR	580	1784	0.564	0.325	22.6	C		
NB	L	188	1711	0.340	0.500	16.7	C	25.6	D
	TR	691	1727	0.827	0.400	26.6	D		
SB	L	188	1711	0.170	0.500	13.2	B	52.6	E
	TR	702	1756	1.019	0.400	54.3	E		

Intersection Delay = 39.9 sec/veh Intersection LOS = D

Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 1.023

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4d 07-03-1997
CDS ASSOCIATES, INC.

Streets: (E-W) CREEK RD. (N-S) KENWOOD RD.
Analyst: CDS/SKRI File Name: KC_PMPR0.HC9
Area Type: Other 6-23-97 PM PEAK
Comment: PROPOSED CONDITIONS (2007 PM PK.) W/THRU EB,NB,SB

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	<	1	1	<	1	2	<	1	2	<
Volumes	106	284	215	247	221	52	61	466	152	26	669	99
PHF or PK15	0.78	0.76	0.88	0.82	0.71	0.60	0.78	0.92	0.80	0.66	0.92	0.68
Lane W (ft)	12.0	12.0		12.0	12.0		11.0	11.0		11.0	11.0	
Grade		0			0			0			0	
% Heavy Veh	4	4	2	2	3	4	2	2	2	2	2	3
Parking	(Y/N)	N		(Y/N)	N		(Y/N)	N		(Y/N)	N	
Bus Stops			0			0			0			0
Con. Peds			0			0			0			0
Ped Button	(Y/N)	Y	16.4 s	(Y/N)	N		(Y/N)	Y	14.5 s	(Y/N)	N	
Arr Type	3	3		3	3		3	3		3	3	
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
Prop. Share												
Prop. Prot.												

Signal Operations

Phase Combination		1	2	3	4	5	6	7	8
EB	Left	*	*						
	Thru		*						
	Right		*						
	Peds		*						
WB	Left	*	*						
	Thru		*						
	Right		*						
	Peds								
NB	Right								
SB	Right								
Green		17.0A	32.0A						
Yellow/AR		4.0	5.0						

		5	6	7	8
NB	Left	*	*		
	Thru		*		
	Right		*		
	Peds		*		
SB	Left	*	*		
	Thru		*		
	Right		*		
	Peds				
EB	Right				
WB	Right				
Green		8.0A	35.0A		
Yellow/AR		4.0	5.0		

Cycle Length: 110 secs Phase combination order: #5 #6 #1 #2

Intersection Performance Summary

	Lane Group: Mvmts	Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	362	1736	0.376	0.500	11.8	B	19.9	C
	TR	1073	3471	0.605	0.309	21.6	C		
WB	L	372	1770	0.809	0.500	24.2	C	24.7	C
	TR	551	1784	0.722	0.309	25.0	C		
NB	L	205	1711	0.380	0.445	14.2	B	20.0	C
	TR	1162	3454	0.630	0.336	20.6	C		
SB	L	208	1711	0.188	0.445	12.4	B	23.1	C
	TR	1181	3511	0.776	0.336	23.5	C		

Intersection Delay = 21.9 sec/veh Intersection LOS = C
Lost Time/Cycle, L = 12.0 sec Critical v/c(x) = 0.779

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4d 07-02-1997
CDS ASSOCIATES, INC.

Streets: (E-W) G.MILFORD/PFEIFFER (N-S) KENWOOD RD.
Analyst: CDS/SKRI File Name: KG_PMEX8.HC9
Area Type: Other 6-23-97 PM PEAK
Comment: ~~PROPOSED~~ EX. GEOMETRY + DUKE TRAFFIC (1998 PM PK.)

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	<	1	2	1	1	1	1	2	1	<
Volumes	61	1150	173	212	508	241	134	359	216	421	418	29
Lane W (ft)	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left		*		*	NB	Left	*			
	Thru				*		Thru		*		
	Right				*		Right		*		
	Peds				*		Peds		*		
WB	Left	*		*	*	SB	Left	*			
	Thru			*	*		Thru		*		
	Right			*	*		Right		*		
	Peds			*	*		Peds		*		
NB	Right		*	*		EB	Right				
SB	Right					WB	Right	*			
Green			7.0A	8.0A	27.0P	Green			19.0A	26.0A	
Yellow/AR			4.0	5.0	5.0	Yellow/AR			4.0	5.0	

Cycle Length: 110 secs Phase combination order: #1 #2 #3 #5 #6

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	279	1770	0.301	0.364	16.6	C	*	*
	TR	963	3653	1.549	0.264	*	*		
WB	L	406	1770	0.557	0.482	14.8	B	13.8	B
	T	1422	3725	0.422	0.382	16.3	C		
	R	935	1583	0.287	0.591	7.2	B		
NB	L	322	1770	0.491	0.182	27.1	D	35.8	D
	T	474	1863	0.970	0.255	51.2	E		
	R	705	1583	0.356	0.445	13.1	B		
SB	L	643	3539	0.802	0.182	32.9	D	48.7	E
	TR	469	1842	1.026	0.255	65.6	F		

Intersection Delay = * (sec/veh) Intersection LOS = *

(g/C)*(V/c) is greater than one. Calculation of D1 is infeasable.

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4d 07-02-1997

CDS ASSOCIATES, INC.

Streets: (E-W) G.MILFORD/PFEIFFER (N-S) KENWOOD RD.
Analyst: CDS/SKRI File Name: KG_PMPR.HC9
Area Type: Other 6-23-97 PM PEAK
Comment: PROPOSED GEOMETRY + DUKE TRAFFIC (1998 PM PK.)

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	3	<	2	2	1	1	2	1	2	2	<
Volumes	61	1150	173	212	508	241	134	359	216	421	418	29
Lane W (ft)	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination		1	2	3	4		5	6	7	8
EB	Left	*	*			NB	Left *			
	Thru		*				Thru	*		
	Right		*				Right	*		
	Peds		*				Peds	*		
WB	Left	*	*			SB	Left *			
	Thru		*				Thru	*		
	Right		*				Right	*		
	Peds		*				Peds	*		
NB	Right	*				EB	Right			
SB	Right					WB	Right *			
Green		7.0A	35.0P			Green		26.0A	24.0A	
Yellow/AR		4.0	5.0			Yellow/AR		4.0	5.0	

Cycle Length: 110 secs Phase combination order: #1 #2 #5 #6

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	248	1770	0.339	0.436	12.9	B	24.1	C
	TR	1843	5480	0.848	0.336	24.7	C		
WB	L	393	3539	0.593	0.436	16.9	C	15.5	C
	T	1253	3725	0.479	0.336	18.9	C		
	R	964	1583	0.278	0.609	6.6	B		
NB	L	434	1770	0.364	0.245	22.5	C	22.6	C
	T	880	3725	0.549	0.236	24.4	C		
	R	532	1583	0.471	0.336	19.1	C		
SB	L	869	3539	0.594	0.245	24.5	C	24.6	C
	TR	871	3684	0.580	0.236	24.7	C		

Intersection Delay = 21.9 sec/veh Intersection LOS = C

Lost Time/Cycle, L = 12.0 sec Critical v/c(x) = 0.712

SPECIAL FLOOD HAZARD AREA DEVELOPMENT PERMIT APPLICATION

Application is hereby made for a DEVELOPMENT PERMIT as required by the Flood Damage Prevention Ordinance No. 87-21 of the City of Blue Ash, Ohio for development in an identified flood hazard area. All activities shall be completed in accordance with the requirements of said ordinance. The development to be performed is described below and in attachments hereto. The applicant understands and agrees that:

* the permit applied for, if granted is issued on the conditions and facts described herein;
* any permit issued may be repealed if any conditions or facts change;
* if issued, the permit shall be considered void if the described activity has not begun within six months of the issuance date;
* the permit will remain valid for one year from date of issuance.

Owner's Name: City of Blue Ash — Builder: _____

Address: 4343 Cooper Road — Address: _____

Phone: (513) 745-8500 — Phone: ( ) _____

DESCRIPTION OF WORK

1. Location of proposed development site - address: Kenwood Road between Cornell and Creek _____ legal description: _____ (see plans)

2. Kind of development proposed: new building _____ manufact. home install. _____ residential _____ single lot _____ nonresidential _____ manufact. home park _____ alteration to existing structure _____ building addition _____ accessory structure _____ filling _____ mining _____ dredging _____ watercourse alteration _____ other _____ (describe extend culvert)

3. If the proposed construction is an alteration, addition or improvement to an existing structure, indicate the cost of proposed construction $_____. What is the estimated market value of the existing structure $_____?

Note - An existing structure must comply with the flood protection standards if it is substantially improved (an improvement equal to or greater than 50% of the market value of the structure).

4. Does proposed development involve a subdivision or other development containing at least 50 lots or 5 acres (whichever is less) Yes ____ No X ?

Note - If yes, base flood elevation data is required from applicant if it has not been provided by FEMA.

I AGREE THAT ALL STATEMENTS IN AND ATTACHMENTS TO THIS APPLICATION ARE A TRUE DESCRIPTION OF THE EXISTING PROPERTY AND THE PROPOSED DEVELOPMENT ACTIVITY. I UNDERSTAND THE DEVELOPMENT REQUIREMENTS FOR SPECIAL FLOOD HAZARD AREA ACTIVITIES PER THE APPROPRIATE ORDINANCE (RESOLUTION) AND AGREE TO ABIDE THERETO.

Date 9/17/98 Applicant's Signature John L. Eisenmann

John L. Eisenmann, P.E., P.S.
City Engineer

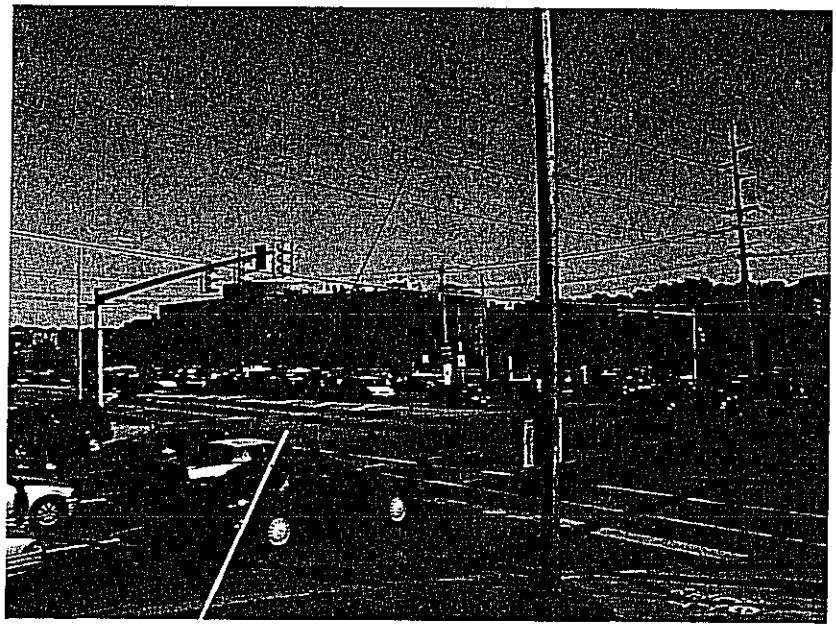
RESULTING EMPLOYMENT OPPORTUNITIES

A. **Temporary Employment:** It is anticipated that 100 temporary construction jobs will be created as a result of this project.

B. **Full-time Employment:** It is not anticipated that any new full-time employment will result from the proposed infrastructure activity.

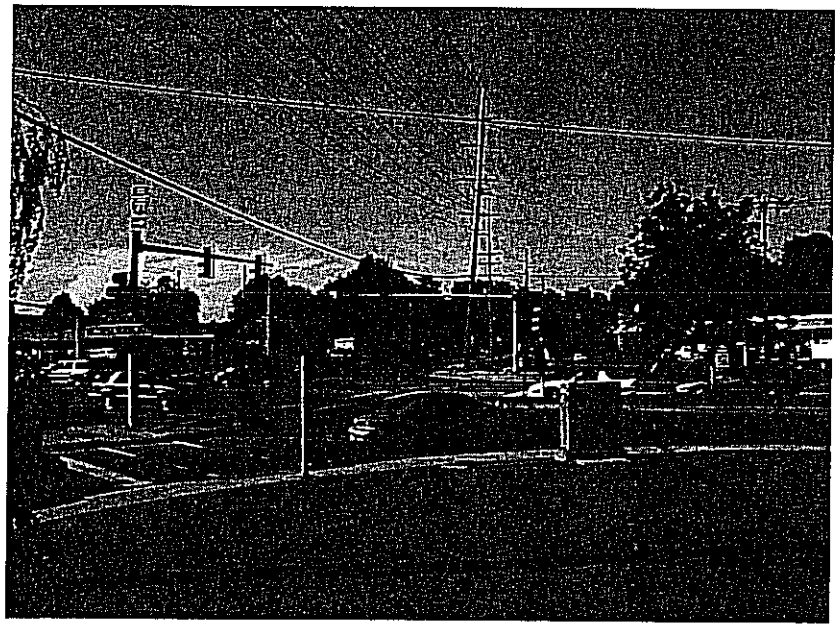
CITY OF BLUE ASH

Kenwood Road



KENWOOD ROAD AND PFEIFFER ROAD INTERSECTION

Looking toward the southeast.

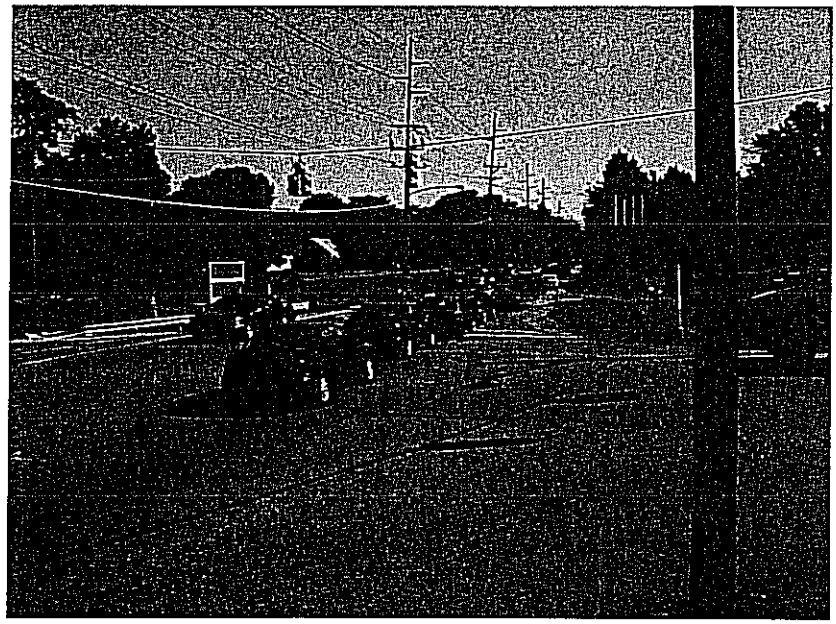


KENWOOD ROAD AND PFEIFFER ROAD INTERSECTION

Looking north

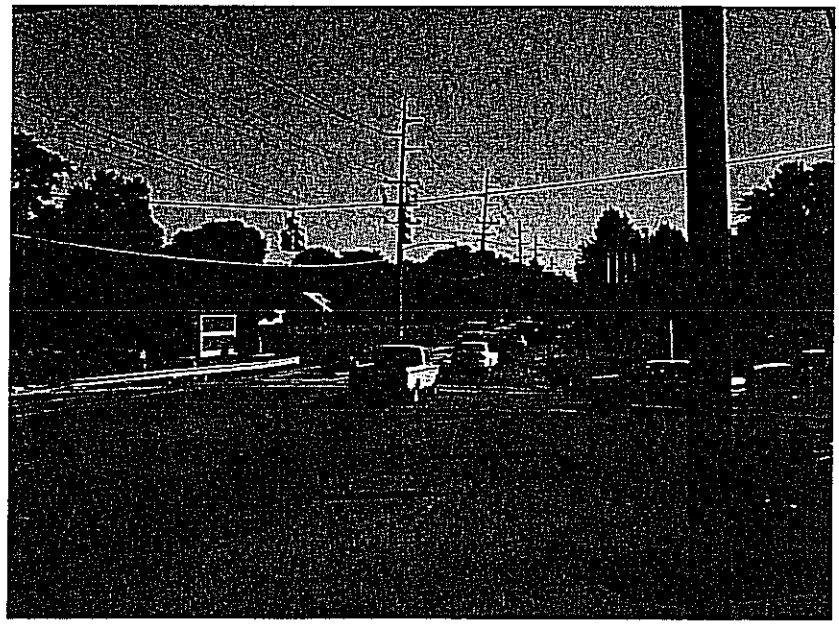
CITY OF BLUE ASH

Kenwood Road



KENWOOD ROAD AND CREEK ROAD INTERSECTION

Looking south toward Pfeiffer Road.



KENWOOD ROAD AND CREEK ROAD INTERSECTION

Looking south towards Pfeiffer Road.

CITY OF BLUE ASH

Kenwood Road

KENWOOD TOAD AND CREEK ROAD INTERSECTION

Looking north towards Cornell Road.

KENWOOD ROAD AND CREEK ROAD INTERSECTION

Looking north towards Cornell Road.

ADDITIONAL SUPPORT INFORMATION

For Program Year 2000 (July 1, 2000 through June 30, 2001), jurisdictions shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items may be required by the Support Staff if information does not appear to be accurate.

1) What is the condition of the existing infrastructure to be replaced, repaired, or expanded? For bridges, submit a copy of the current State Form BR-86.

Closed	_____	Poor	_____
Fair	X (See Attachment)	Good	_____

Give a brief statement of the nature of the deficiency of the present facility such as: inadequate load capacity (bridge); surface type and width; number of lanes; structural condition; substandard design elements such as berm width, grades, curves, sight distances, drainage structures, or inadequate service capacity. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded.

The existing pavement does not have adequate width to handle the traffic. Due to the large number of drives, and narrow pavement, traffic is often disrupted when vehicles attempt to turn into drives. Analysis of Creek and Pfeiffer intersection indicated low to failing LOS. The drainage facilities are substandard and require upgrading. The existing road profile is not adequate for the posted speed in an area between Creek and Cornell.

2) If State Capital Improvement Program funds are awarded, how soon (in weeks or months) after receiving the Project Agreement from OPWC (tentatively set for July 1, 2000) would the project be under contract? The Support Staff will be reviewing status reports of previous projects to help judge the accuracy of a particular jurisdiction's anticipated project schedule.

5 (weeks)/months (Circle one)

Are preliminary plans or engineering completed? (Yes) No

Are detailed construction plans completed? (Yes) No

Are all right-of-way and easements acquired? * (See acquisition status attached) Yes (No) N/A

* Please answer the following if applicable:

No. of parcels needed for project: 224 of these, how many are Takes 23, Temporary 202, Permanent 115.

On a separate sheet, explain the status of the ROW acquisition process of this project for any parcels not yet acquired.

Are all utility coordinations completed (Yes) No N/A

Give an estimate of time, in weeks or months, to complete any item above not yet completed.

6 weeks/(months)

3) How will the proposed project affect the general health and safety of the service area? (Typical examples may include the effects of the completed project on accident rates, emergency response time, fire protection, health hazards, user benefits, commerce, and highway capacity.) Please be specific and provide documentation if necessary to substantiate the data.

Kenwood Road is one of two main roads that extend north-south throughout Blue Ash and used by thousands of residents and employees of businesses along Kenwood Road, and other areas in Blue Ash. Pfeiffer Road is a main access to I-71 and thus serves tens of thousands of drivers from Blue Ash and other neighboring communities. Several public facilities currently exist along Kenwood Road, including two schools, a fire station and the City of Blue Ash Service Department. Currently, there is no sidewalk along most of the project length. Pedestrians, including some elementary and intermediate school students walk along the edge of the road to commute between places.

The proposed improvements include widening the existing pavement, installing curb and gutter, installing an enclosed storm sewer system and the construction of a separate concrete walk. The concrete walk will provide a safe access to Maple Dale Elementary and Edwin Green Intermediate School. The storm sewer improvements are expected to enhance the value of the residential properties by eliminating some of the existing steep ditches and grading the front yards towards the roadway or through much gentler swales.

The widening of the roadway will improve the Level of Service for the Creek and Pfeiffer intersections with Kenwood. It will also improve traffic flow. The proposed improvements will improve the response time of the north fire station on Kenwood Road. This fire station serves North Blue Ash, including the industrial area.

4) What type of funds and what percent of the project cost are to be utilized for matching funds for this project?

Federal _____ _____% ODOT _____ _____% Local __X__ 77.22%

MRF __X__ 0.56% OWDA _____ _____% CDBG _____ _____%

Other _____

NOTE: If MRF funds are being used for matching funds, the MRF application must have been filed by August 6, 1999 for this project with the Hamilton County Engineer's Office.

5) Has any formal action by a federal, state, or local government agency resulted in a ban of the use or expansion of use for the involved infrastructure? (Typical examples include weight limits, truck restrictions, and moratoriums or limitations on issuance of building permits.) A copy of the approved legislation must be submitted with the application. THE BAN MUST HAVE BEEN CAUSED BY A STRUCTURAL/OPERATIONAL PROBLEM TO BE VALID.

Complete Ban _____ Other Ban _____
(specify)

No Ban__X__

Will the ban be removed after the project is completed?

Yes _____ No _____

6) What is the total number of existing users that will benefit as a result of the proposed project?

ADT = 22,800 x 1.20 = 27,360 users / day

For roads and bridges, multiply current documented Average Daily Traffic by 1.20. For public transit, submit documentation substantiating the count. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to the restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by 4.

7) Has the jurisdiction prioritized PY 2000 applications from one through five? (See attached sheet to list projects).

Yes X No _____

8) Give a brief statement concerning the regional significance of the infrastructure to be replaced, repaired, or expanded.

Kenwood Road serves as a north south arterial in providing access to many office, commercial, and residential areas, and several local streets. The road begins from Cornell Road in Blue Ash and extends south going through several communities, including Sycamore Township and Madeira. Pfeiffer Road begins in the City of Montgomery, east and extends west through Blue Ash, Evendale and Woodlawn. The I-71 ramps at Pfeiffer are one of the main access points to tens of thousands of Blue Ash and other community residents.

9) For roadway betterment projects, please provide the existing and proposed Level of Service (LOS) of the facility using the methodology outlined within AASHTO's "Geometric Design of Highways and Streets" and the 1985 Highway Capacity Manual.

Existing LOS See table Proposed LOS See table

If the proposed LOS is not "C" or better, explain why LOS "C" cannot be achieved. (Attach separate sheets if necessary.)

LOS on Kenwood Road is controlled by the effectiveness of two major intersections: Creek Road and Pfeiffer Road.

LOS TABLE

Based on PM Peak Turning Movement		
Intersection with Kenwood	**Existing LOS**	**Proposed LOS**
Creek Road	D	C
Pfeiffer Road	F	C

How will the proposed project alleviate serious traffic problems or hazards?

10) Will the proposed project generate user fees or assessments?

Yes _____ No ___X___

If yes, what user fees and/or assessments will be utilized?

_____

11) How will the proposed project enhance economic growth? (Please be specific)

The Kenwood, Pfeiffer and Creek Road Improvements project is expected to enhance the potential of developing and re-developing the area between Creek Road to Cornell Road, and Kenwood Road to Reed Hartman Highway. It is expected that up to 1.2 million square feet of office building be developed over the next several years and once the roadway improvements have taken place.

_____

_____

_____

_____

12) What fees, levies or taxes pertains to the proposed project? (Note: Item must be related to the type of infrastructure applied for. Example: a road improvement project may not count fees to water customers for points, or vice-versa).

$5.00 Permissive Motor Vehicle License Fee

_____

_____

_____

_____

_____

Right-of-Way Acquisition Status

As of September 15, 1999, easement agreements have been reached for a total of 73 parcels. Negotiations are underway for the majority of the remaining parcels. The City of Blue Ash has a team of negotiators working on finalizing the remaining parcels. It is expected that all the easements will be acquired by April 2000.

ADDITIONAL SUPPORT INFORMATION

PRIORITY LISTS OF PROJECTS
PROGRAM YEAR 2000
ROUND 14

Name of Jurisdiction: **CITY OF BLUE ASH**

Please supply the Integrating Committee a listing, in order of priority, of all projects applied for in this round of funding. A maximum of five points may be listed for the purpose of assigning priority.

Priority	Name of Project (as listed on the application)
1	**KENWOOD, PFEIFFER AND CREEK ROAD IMPROVEMENTS**
2	
3	
4	
5	

SCIP/LTIP PROGRAM
ROUND 14 - PROGRAM YEAR 2000
PROJECT SELECTION CRITERIA
JULY 1, 2000 TO JUNE 30, 2001

NAME OF APPLICANT: BLUE ASH

NAME OF PROJECT: KENWOOD/PFEIFFER/CREEK RDS.

SCIP	LTIP
FIELD SCORE: 284	FIELD SCORE: 270 310
APPEAL SCORE:	APPEAL SCORE:
FINAL SCORE:	FINAL SCORE:

NOTE: See the attached "*Addendum To The Rating System*" for definitions, explanations and clarifications to each of the criterion points of this rating system.

1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

25 - Failed
23 - Critical
20 - Very Poor
17 - Poor
15 - Moderately Poor
10 - Moderately Fair
(5) - Fair Condition
0 - Good or Better

SCIP 5 X 5 = 25
LTIP 5 X 1 = 5

→ 2) How important is the project to the *safety* of the Public and the citizens of the District and/or service area?

25 - Highly significant importance
(20) - Considerably significant importance
15 - Moderate importance
(10) - Minimal importance
0 - No measurable impact

SCIP 10 20 X 1 = 10 20
LTIP 20 X 4 = 80 40

→ 3) How important is the project to the *health* of the Public and the citizens of the District and/or service area?

25 - Highly significant importance
20 - Considerably significant importance
15 - Moderate importance
(10) - Minimal importance
(0) - No measurable impact

SCIP 10 0 X 1 = 10 0
LTIP 0 X 0 = 0

4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?
Note: Jurisdiction's priority listing (part of the Additional Support Information) must be filed with application(s).

(25) - First priority project
20 - Second priority project
15 Third priority project
10 - Fourth priority project
5 - Fifth priority project or lower

SCIP 25 X 3 = 75
LTIP 25 X 1 = 25

5) Will the completed project generate user fees or assessments?

(10) – No
0 - Yes

SCIP 10 X 5 = 50
LTIP 10 X 0 = 0

6) Economic Growth – How the completed project will enhance economic growth *(See definitions).*

10 – The project will *directly* secure *significant* new employers
7 - The project will *directly* secure new employers
5 – The project will secure new employers
3 – The project will permit more development
0 – The project will not impact development

SCIP 3 X 0 = 0
LTIP 3 X 4 = 12

7) Matching Funds - LOCAL

10 - This project is a loan or credit enhancement
(10) – 50% or higher
8 – 40% to 49.99%
6 – 30% to 39.99%
4 – 20% to 29.99%
2 – 10% to 19.99%
0 – Less than 10%

77.22%

SCIP 10 X 5 = 50
LTIP 10 X 1 = 10

8) Matching Funds - OTHER

10 – 50% or higher
8 – 40% to 49.99%
6 – 30% to 39.99%
4 – 20% to 29.99%
2 – 10% to 19.99%
1 – 1% to 9.99%
(0) – Less than 1%

0.56% MRF

SCIP 0 X 2 = 0
LTIP 0 X 5 = 0

9) Will the project alleviate serious traffic problems or hazards or respond to the future level of service needs of the district? *(See Addendum for definitions)*

10 - Project design is for future demand.
(8) - Project design is for partial future demand.
6 - Project design is for current demand.
4 - Project design is for minimal increase in capacity.
2 - Project design is for no increase in capacity.

SCIP 8 X 0 = 0
LTIP 8 X 10 = 80

10) Ability to Proceed - If *SCIP/LTIP* funds are granted, when would the construction contract be awarded? *(See Addendum concerning delinquent projects)*

SCIP 5 X 5 = 25
LTIP 5 X 5 = 25

(5) - Will be under contract by December 31, 2000 and no delinquent projects in Rounds 11 & 12

3 - Will be under contract by March 31, 2001 and/or one delinquent project in Rounds 11 & 12

0 - Will not be under contract by March 31, 2001 and/or more than one delinquent project in Rounds 11 & 12

11) Does the infrastructure have regional impact? Consider origination and destination of traffic, functional classifications, size of service area, number of jurisdictions served, etc. *(See Addendum for definitions)*

10 - Major impact
8 -
6 - Moderate impact
4 -
2 - Minimal or no impact

SCIP 8 x 0 = 0
LTIP 8 x 1 = 8

12) What is the overall economic health of the jurisdiction?

10 Points
8 Points
6 Points
4 Points
(2) Points

SCIP 2 x 2 = 4
LTIP 2 x 0 = 0

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

10 - Complete ban, facility closed
8 – 80% reduction in legal load or 4 wheeled vehicles only
7 – Moratorium on future development, *not* functioning for current demand
6 – 60% reduction in legal load
5 - Moratorium on future development, functioning for current demand
4 – 40% reduction in legal load
2 – 20% reduction in legal load
(0) – Less than 20% reduction in legal load

SCIP 0 x 2 = 0
LTIP 0 x 2 = 0

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

(10) - 16,000 or more
8 - 12,000 to 15,999
6 - 8,000 to 11,999
4 - 4,000 to 7,999
2 - 3,999 and under

27,360

SCIP 10 x 2 = 20
LTIP 10 x 5 = 50

15) Has the jurisdiction enacted the optional $5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure? *(Provide certification of which fees have been enacted.)*

5 - Two or more of the above
(3) - One of the above
0 - None of the above

SCIP 3 x 5 = 15
LTIP 3 x 5 = 15

ADDENDUM TO THE RATING SYSTEM

General Statement

Points awarded for all items will be based on engineering experience, field verification, application information and other information supplied by the applicant, which is deemed to be relevant by the Support Staff. **The examples listed below are not a complete list, but only a small sampling of situations that may be relevant to a given project.**

Criterion 1 - Condition

Condition is based on the amount of deterioration that is field verified or documented exclusive of capacity, serviceability, or health and safety issues. Condition is rated only on the facility being repaired or abandoned. (Documentation may include: ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application.)

Definitions:

Failed Condition - requires complete reconstruction where no part of the existing facility is salvageable. (E.g. Roads: complete reconstruction of roadway, curbs and base; Bridges: complete removal and replacement of bridge; Underground: removal and replacement of an underground drainage or water system; Hydrants: completely non functioning and replacement parts are unavailable.)

Critical Condition - requires moderate or partial reconstruction to maintain integrity. (E.g. Roads: reconstruction of roadway/curbs can be saved; Bridges: removal and replacement of bridge with abutment modification; Underground: removal and replacement of part of an underground drainage or water system; Hydrants: some non-functioning, others obsolete and replacement parts are unavailable.)

Very Poor Condition - requires extensive rehabilitation to maintain integrity. (E.g. Roads: extensive full depth, partial depth and curb repair of a roadway with a structural overlay; Bridges: superstructure replacement; Underground: repair of joints and/or minor replacement of pipe sections; Hydrants: non-functioning and replacement parts are available.)

Poor Condition - requires standard rehabilitation to maintain integrity (E.g. Roads: moderate full depth, partial depth and curb repair to a roadway with no structural overlay needed or structural overlay with minor repairs to a roadway needed; Bridges: extensive patching of substructure and replacement of deck; Underground: insituform or other in ground repairs; Hydrants: functional, but leaking and replacement parts are unavailable.

Moderately Poor Condition - requires minor rehabilitation to maintain integrity. (E.g. Roads: minor full depth, partial depth or curb repairs to a roadway with either a thin overlay or no overlay needed; Bridges: major structural patching and/or major deck repair; Hydrants: functional and replacement parts are available.)

Moderately Fair Condition - requires extensive maintenance to maintain integrity. (E.g. Roads: thin or no overlay with extensive crack sealing, minor partial depth and/or slurry or rejuvenation; Bridges: minor structural patching, deck repair, erosion control.)

Fair Condition - requires routine maintenance to maintain integrity. (E.g. Roads: slurry seal, rejuvenation or routine crack sealing to the roadway; Bridges: minor structural patching.)

Good or Better Condition - little to no maintenance required to maintain integrity.

Note: If the infrastructure is in "good" or better condition, it will *NOT* be considered for SCIP/LTIP funding unless it is an expansion Project that will improve serviceability.

Criterion 2 – Safety

Definitions:

The design of the project is intended to reduce existing accident rate, promote safer conditions, and reduce the danger of risk, liability or injury (e.g. widening existing roadway lanes to standard widths, adding lanes to a roadway or bridge to increase capacity or alleviate congestion, replacing non functioning hydrants, increasing capacity to a water system, etc. (***Documentation required.***)

Note: Examples listed above are not a complete list, but only a small sampling of situations that may be relevant to a given project. Each project is looked at on an individual basis to determine if any aspects of this category apply.

Criterion 3 – Health

Definitions:
The design of the project will improve the overall condition of the facility so as to reduce or eliminate potential for disease, or correct concerns regarding the environmental health of the area (e.g. Improving or adding storm drainage or sanitary facilities, replacing lead jointed water lines, etc.)

Note: Examples listed above are not a complete list, but only a small sampling of situations that may be relevant to a given project. Each project is looked at on an individual basis to determine if any aspects of this category apply.

Criterion 4 – Jurisdiction's Priority Listing

The jurisdiction ***shall*** submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance. The form is included in the Additional Support Information.

Criterion 5 – Generate Fees

Will the local jurisdiction assess fees for the usage of the facility or its products once the project is completed (example: rates for water or sewer). ***The applying jurisdiction must submit documentation.***

Criterion 6 – Economic Growth

Will the completed project enhance economic growth and/or development in the service area?
Definitions:
Directly secure significant new employers: The project is specifically designed to secure a particular development/employer(s), which will add at least 100 or more new employees. The applicant agency must supply specific details of the development, the employer(s), and number of new permanent employees.
Directly secure new employers: The project is specifically designed to secure development/employers, which will add at least 50 new permanent employees. The applying agency must supply details of the development and the type and number of new permanent employees.
Secure new employers: The project is specifically designed to secure development/employers, which will add 10 or more new permanent employees. The applying agency must submit details.
Permit more development: The project is designed to permit additional business development. The applicant must supply details.
The project will not impact development: The project will have no impact on business development.

Criterion 7 – Matching Funds - Local

The percentage of matching funds which come directly from the budget of the applying local government.

Criterion 8 – Matching Funds - Other

The percentage of matching funds that come directly from outside funding sources.

Criterion 9 – Alleviate Traffic Problems

The jurisdiction shall provide a narrative, along with pertinent support documentation, describing the existing deficiencies and showing how congestion or hazards will be reduced or eliminated and how service will be improved to meet the needs of any expected growth or development. A formal capacity analysis accompanying the application would be beneficial. Projected traffic or demand should be calculated as follows:

Existing users **x** design year factor = projected users

Design Year	Design year factor		
	Urban	Suburban	Rural
20	1.40	1.70	1.60
10	1.20	1.35	1.30

Definitions:

Future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for twenty-year projected demand or fully developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Criterion 9 – Alleviate Traffic Problems - continued

Partial future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for ten-year projected demand or partially developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Current demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service only for existing demand and conditions.

Minimal increase – Project will reduce but not eliminate existing congestion or deficiencies and will provide a minimal but less than sufficient increase in existing capacity or service for existing demand and conditions.

No increase – Project will have no effect on existing congestion or deficiencies and provide no increase in capacity or service for existing demand and conditions.

Criterion 10 - Ability to Proceed

The Support Staff will assign points based on engineering experience and OPWC defined delinquent projects. A project is considered delinquent when it has not received a notice to proceed within the time stated on the original application and no time extension has been granted by the OPWC. A jurisdiction receiving approval for a project and subsequently canceling the same after the bid date on the application may be considered as having a delinquent project.

Criterion 11 - Regional Impact

Definitions:

Major Impact - Roads: major multi-jurisdictional route, primary feed route to an Interstate, Federal Aid Primary routes.

Moderate Impact - Roads: principal thoroughfares, Federal Aid Urban routes

Minimal / No Impact - Roads: cul-de-sacs, subdivision streets

Criterion 12 – Economic Health

The jurisdiction's economic health is predetermined by the District 2 Integrating Committee. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

Criterion 13 - Ban

The jurisdiction shall provide documentation to show that a facility ban or moratorium has been placed. The ban or moratorium must have been caused by a structural or operational problem. Points will only be awarded if the end result of the project will cause the ban to be lifted.

Criterion 14 - Users

The applying jurisdiction shall provide documentation. Appropriate documentation may include current traffic counts, households served, when converted to a measurement of persons. Public transit users are permitted to be counted for the roads and bridges, but only when certifiable ridership figures are provided.

Criterion 15 – Fees, Levies, Etc.

The applying jurisdiction shall provide documentation to show which fees, levies or taxes is dedicated toward the type of infrastructure being applied for.